

Intimations:



Throughout the Manufacture of this justly celebrated brand of Table Waters, all ingredients used are guaranteed of purest quality. The machinery used is the most modern type and we have gone to great expense to erect our plant on latest scientific principles which has such a great advantage over the old process of manual labour still in vogue through the Colony, thereby further ensuring the purity of our products.

The Manufacture is under the personal supervision of a QUALIFIED ENGLISH CHEMIST, who has devoted years to bring this branch of the trade to perfection.

The Water used is analysed daily to ensure of its absolute purity, and when we say that our method of manufacture has been approved by Sanitary and Medical Authorities, it is in itself a sufficient guarantee.

WATKINS, LIMITED,

66, QUEEN'S ROAD CENTRAL.
Hongkong, 3rd May, 1902.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.
\$5.50 per Cask of 375 lbs. Net ex Factory.
\$9.50 per Bag of 250 lbs.
SHEWAN, TOMES & CO., General Managers.
Hongkong, 15th March, 1902.

To-day's Advertisement.

HONGKONG RIFLE ASSOCIATION.
LONG RANGE SPOONS.

THERE will be a COMPETITION as above TO-MORROW (SATURDAY), the 17th instant, commencing at 2.30 P.M. RANGES—200, 500 and 600 yards. Seven Shots and a Sighting at each Range. The Range will not be available to Members on WEDNESDAY and SATURDAY, the 21st and 24th instant, having been lent to the Military.

MOUBRAY S. NORTHCOTE, Hon. Secretary.
Hongkong, 16th May, 1902.

To-day's Advertisements.

THEATRE ROYAL, CITY HALL.

BARNES' 20TH CENTURY ENTERTAINERS.

TO-NIGHT! T-NIGHT!!

GRAND MILITARY NIGHT.

See the Biograph: Presenting the Moving Pictures of the DREYFUS TRIAL. The Court-Martial at Rennes. The Deposition of General Mercier. The Fight between the Journalists. Dreyfus in Irons at Devil's Island. Suicide of Colonel Henry. The Attempt against Maitre Laborie. Landing of Dreyfus from Devil's Island at Night by the French Warship.

SECURED BY SPECIAL PERMISSION.

SATURDAY NIGHT—LAST GRAND FAREWELL PERFORMANCE.

BOX PLAN AT THE ROBINSON PIANO CO., LIMITED.

Dollar Tickets may be had of the COLOUR-SERGEANTS, at the Barracks.
Hongkong, 16th May, 1902.

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zeland Street, TO-NIGHT, the 16th instant, at 8.30 for 9 p.m. attending. Visiting Brethren are cordially invited to attend.
Hongkong, 16th May, 1902.

HONGKONG RIFLE ASSOCIATION.

MEMBERS are informed that NEW RULES and REGULATIONS have been drawn up, a few copies of which may be obtained on application to the Honorary Secretary.

A GENERAL MEETING of the MEMBERS is called for MONDAY, the 20th instant, at 5.15 P.M., to be held (by kind permission of the Commandant) at Volunteer Headquarters, MOUBRAY S. NORTHCOTE, Hon. Secretary.

HONGKONG, 16th May, 1902.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW. THE Company's Steamship "THALES."

Captain Robson, will be despatched for the above Port, on SUNDAY, the 18th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.
Hongkong, 16th May, 1902.

Advertisement.

A. S. WATSON AND CO., LTD.

WINE AND SPIRIT MERCHANTS.

SCOTCH - - - WHISKY.

WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY.

Our Celebrated E LIQUEUR WHISKY is a blend of the best WHISKIES distilled in Scotland. It is of great age, very fine and mellow. Its superior quality has established its reputation as THE LEADING SCOTCH WHISKY IN THE EAST.

PER DOZEN \$15.

	per case of 12 bottles	per bottle
A.—THORNE'S BLEND, White Capsule,	\$10.80	\$0.90
B.—WATSON'S GLENCHY MELLOW BLEND, Blue Capsule, with Name and Trade Mark,	10.80	0.90
C.—WATSON'S ANGLOR-GLENLIVET, Red Capsule, with Name and Trade Mark,	12.00	1.00
D.—WATSON'S H. K. D. BLEND of the FINEST SCOTCH MALT WHISKIES, Violet Capsule,	14.40	1.20
DANIEL CRAWFORD'S FINEST VERY OLD SCOTCH WHISKY,	14.40	1.20

A. S. WATSON & Co., LIMITED.

The Hongkong Dispensary.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to advertisements, notices, etc., be addressed to the "Manager, Hongkong Telegraph" and not to the Editors. Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff. Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith. While the columns of the Hongkong Telegraph will always be open for the free discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS. Advertisements are requested to forward all notices intended for insertion in that day's issue not later than Three o'Clock on the day preceding the publication of the paper. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

The Hongkong Telegraph

HONGKONG, FRIDAY, MAY 16, 1902.

REUTER'S TELEGRAMS.

SOUTH AFRICA.

THE WEEKLY RETURNS.

LONDON, May 14th. Eight hundred and seventeen Boers were captured by the British forces during the past week.

THE PEACE NEGOTIATIONS. Commandants Botha, Wessels, and other Boer leaders have left Harrismith for Vereeniging where the enemy's final peace conference is to be held.

THE VOLCANIC DISASTERS. It is now estimated that 2,000 persons, mostly Caribs, have perished at St. Vincent.

THE CORN TAX. Sir William Harcourt's amendment to the Finance Bill omitting the Corn tax has been rejected.

FRANCE AND RUSSIA. President Loubet, and M. Delcassé, French Minister of Foreign Affairs, have started on their visit to Russia.

LATER. THE FINANCE BILL. The Finance Bill has passed the second reading in the House of Commons.

THE AUSTRALIAN CRICKETERS IN ENGLAND. The Australians have beaten Surrey by an innings and 78 runs.

THE PEACE CONFERENCE. Lord Kitchener has arranged that the peace conference to be held at Vereeniging shall include representatives of all bidders of

Boers in the Orange River Colony and Transvaal.

THE VOLCANIC DISASTER AT ST. VINCENT.

All the country North of Georgetown, St. Vincent, has been devastated in a similar manner to St. Pierre, Martinique Island, and practically everything living has been killed. The details are too harrowing for description. All the best sugar estates in the Carib area have been devastated, and the managers and owners with their families and all the other better class people have been killed. It is estimated that two million tons of dust have fallen on Barbadoes.

LOCAL AND GENERAL.

NEW CHILIAN CABINET.—A new Cabinet has been formed in Chili.

POLITICS IN PORTUGAL.—There is a serious anti-ministerial agitation in Lisbon.

LIEUT. COL. DIGUET has been appointed commander of the French troops now at Shanghai.

CHOLERA IN HONGKONG.—Two cases of cholera were notified during the 24 hours, ended at noon to-day.

A NEW CATTLE DISEASE.—A new and mysterious cattle disease has appeared in Rhodesia and is gradually spreading.

THE EMPEROR AND M. LESSAR.—An audience has been granted by the Emperor to M. Lessar, the Russian Minister at Peking.

A REGULAR MEETING of the Preseverance Lodge will be held in Freemason's Hall, Zeland Street, at 8.30 for 9 p.m. this evening.

THE NAVY.—The Admiralty has decided to replace the cylindrical boilers in nine of the Devonport torpedoed with Normand watertube boilers.

LORD METHUEN is now well enough to be carried from the room to the balcony. His leg will be three-quarters of an inch shorter than the other.

AN ARAB RISING.—There is an Arab rising in Yemen and several Turkish transports are coaling at Constantinople to convey troops there.

THE SOUTH AMERICAN TROUBLES.—The United States warship "Cincinnati" has been sent to Santo Domingo for the protection of American citizens.

MISS ELLEN STONE, the American missionary who was recently liberated by brigands in Bulgaria, arrived at New York on the 10th ult. on the steamer "Deutschland."

A COAT OF ARMS.—Mr. Lockwood Kipling, Rudyard Kipling's father, has designed, under official instruction, a striking Coat of Arms for the Orange River Colony.

THE TORPEDO-BOAT DESTROYERS "Zephyr" and "Fervent" were so badly damaged in a gale in the Channel that they will be paid off and replaced for the Coronation review.

A COOLIE in the employ of Messrs. A. S. Watson & Co. was this morning fined \$2 for allowing Truck No. 33 to be drawn in a prohibited thoroughfare (Battery Path), contrary to the Government notification.

A STUDENT was this morning fined \$50, or 6 months for having in his possession 160 rounds of Martini Henri Carbine Ammunition without a licence from the Acting Captain Superintendent of Police. The ammunition was forfeited to the Crown.

TOO NEAR THE LAND.—Lo Shap, master of a Water Boat and Leung Tsat Shing, boat-woman, were each fined \$8 this morning for mooring their boats in shore within 100 yards of Praya Wall between 9 p.m. and gunfire on 16th inst. and for neglecting to exhibit lights.

A GUNNER of the Royal Garrison Artillery was this morning charged with stealing a bottle of pepper and a bottle of vinegar the property of a Restaurateur and also with disorderly behaviour. The first charge was dismissed and on the second he was fined \$3 or 7 days.

A GENERAL MEETING of the members of the Hongkong Rifle Association is called for Monday, the 26th instant, at 5.15 p.m. at the Volunteer headquarters. Members are informed that new rules and regulations have been drawn up a few copies of which may be obtained on application to the Hon. Secretary.

ROADS IN PEKING.—It is reported that the Chinese Government has now put aside the sum of Taels 20,000 for the repairing of all the main roads and bridges outside and inside Peking. Repairing stations are established here and there in the city. There are 40 li of roads inside the city and 18 li outside that need repairing. The expense per li is about 3000 Tls.

PROGRAMME OF MUSIC to be performed by the Band of the 2nd Royal Welsh Fusiliers on the new Parade Ground from 5 p.m. to 6.30 p.m. on Wednesday next, the 21st instant, (weather permitting.)

1. March "Rienzi" Wagner.
2. Overture "Schubert" Suppo.
3. Selection "Les Cloches de Corneville" Plonguet.
4. Valse "Les Patineurs" Waldteufel.
5. Descriptive "Chinese War March" Michell.
6. Selection "The Cliffride" Sullivan.
God Save the King.

COTTAM & CO. FOR SUN HATS.

THE SMOKING CONCERT arranged to take place at St. Patrick's Club on Wednesday, the 21st instant has been postponed, and notification will be given of the date selected.

THE FAMOUS CHARGE.—A single page folio of "The Charge of the Light Brigade," the original rough proof sheet corrected in the Examiner, was sold at auction in New York a few weeks ago for \$440. It was from the collection of Mr. A. J. Morgan.

TIED UP IN A SACK labelled "potatoes" a man named Klandsigger lately travelled 100 miles by luggage train between Kansas City and Chicago for a wage of £60. The journey occupied three and a half days, during three of which he was without water.

THE TWENTIETH CENTURY ENTERTAINERS reopen at the City Hall this evening when many new and interesting features will be presented. Moving pictures of the whole of the Dreyfus case will be exhibited and an exceptionally large house is expected.

WATER POLO.—A return water-polo match was played at the Victoria Recreation Club yesterday between the Club and the sailors of the Torpedo Depot, the latter winning by three goals to two. In the previous match the Victoria Recreation Club won by four goals to two.

THE DENGUE FEVER EPIDEMIC.—Dengue fever is still very prevalent in Rangoon and amongst the shipping classes afloat. It will be interesting to know that according to the older residents of Rangoon the last epidemic of dengue fever broke out in India and spread to Burma in 1877.

"NOTHING DOING".—The "Kobe Chronicle" has always understood Shanghai to be a very busy city, but from a Shanghai journal of the 25th ult. to hand, they note under the heading of "To-day's Doings" the intimation "Nothing Doing." Presumably the inhabitants were taking a day off.

YEUN SANG QUARANTINED.—When the "Yeunsang" had completed the usual quarantine and gone to Manila, a case of cholera broke out on board. The vessel was immediately ordered back to Mariveles where she was refumigated and is at present undergoing an additional ten days quarantine.

GERMAN SQUADRON OFF IRELAND.—London.—Prince Henry of Prussia, with a squadron of nine splendid vessels, has arrived at Scilly (Lough Swilly) and is about to start on a cruise off the coast of Ireland. The Prince will visit the Duke and Duchess of Connaught at Kilmaham, and will be entertained at the Viceroy's Lodge.

THE FIRST MARRIAGE between a Boer prisoner of war and a Ceylonese Burgher maiden was fixed for the 5th inst. when Adjutant Andries Van Rooyen, a Transvaaler, out on parole from the camp at Urugamabandiya, was to lead to the altar Miss Adeline Van Rooyen, daughter of a retired official of the Ceylonese Government.

COUNT MATSUKATA IN LONDON.—London, May 3rd.—King Edward VII received Count Matsukata in audience yesterday. His Excellency Baron Hayashi, Japanese Minister to London, was present. The Marquis of Lansdowne has presented Count Matsukata to the King. Matsukata attended court in the evening at Buckingham Palace.

RASCALLY JOURNALISTS.—The crusade against rascally journalists still goes on, says an exchange. Between June last and the 23rd April, thirty-seven journalists were charged with blackmailing in Tokyo. Upon investigation, the authorities of the Metropolitan Police believe there are still about fifty more journalists engaged in such practices, and evidence is now being collected.

THE SHEIK OF KOWEIT.—The "Globe's" Constantinople correspondent telegraphs, on high authority, that a secret agreement has been arrived at between England and Turkey regarding the position of the Sheik of Koweit. The agreement, which recognises the Sheik's independence and materially increases his territory, is regarded as a distinct score for England over Russia and Germany.

THE RACE for the discovery of microbes everywhere is steadily increasing. The latest medium for the propagation of disease in that popular nuisance, confetti. Scientists have announced that confetti which has been handled carries almost every known disease. This announcement will, no doubt, cause much anguish, especially in the breasts of carnival promoters. Old-fashioned people, who have noticed with disapproval the introduction of confetti at weddings, will rejoice, until some other scientist comes forward with the news that rice is also a medium for conveying disease.

COPY WANTED.—A Paris Journalist looking for something "sensational" to write about recently fell into the Seine on purpose, and shouted for assistance. Near by was a number of fine Newfoundland dogs, which, on the apiece, and which were being trained by the police to rescue people from drowning. It was the utility of these animals which the journalist wished to test. The dogs, however, looked at the struggling man and did nothing. A crowd collected and made various suggestions for his rescue, but the dogs still looked on philosophically, so that the people became exasperated. The dogs, they declared, were useless and the excuse of the custodian was preposterous. It was nothing else. "We really have these dogs for breeding purposes, and don't expect much result until the next generation." Besides, he added as an afterthought, perhaps they don't know that the president's wife was in the water.

COTTAM & CO. FOR SUN HATS.

THE T. P. C.—At one of the recent meetings of German subjects at Tientsin, the following resolution was adopted: "That owing to the unsettled condition of Chili, the Tientsin Provisional Government shall continue for at least another year."

APPOINTMENTS.—The following are among ten Fleet engineers who have been promoted to the rank of Inspector of Machinery.—Mr. J. E. Chase, Terrible; Mr. W. Sharp, of the Ocean and Mr. R. W. Edwards, of the Powerful.

MINES IN SZECHUEN.—A deputy sent by Viceroy Kuei of Szechuen, has arrived at Shanghai, and will soon open negotiations with the British Consul regarding certain demands of the miners in Szechuen. It is stated that the demand covers 18 districts.

THE HONGKONG RIFLE ASSOCIATION announce a competition on Saturday the 17th inst. for spoons only, commencing at 2.30 p.m. Ranges, 200, 500 and 600 yards. The range will not be available to members on Wednesday 21st and Saturday 24th inst. having been lent to the military.

BRITISH EASTERN SQUADRON.—It is understood that after the Coronation festivities Great Britain will dispatch to Far Eastern waters two battleships, five cruisers, and three gunboats. These will be an addition to the existing strength of the Squadron, and will restate the balance of naval power disturbed by the recent changes in the French fleet in these waters.

THE ORIENT STEAMSHIP COMPANY.—At a recent meeting of the Orient Company, the chairman described the prospects of the current year as worse than gloomy. There was, he said, a grave decrease in the earnings both outwards and homewards. A closer union had been established with the Pacific Steam Company as an outward sign of which the name of the Lines had been changed to the Orient Pacific.

THE MODEL OF A NEW AIR-SHIP was exhibited by Dr. Barion at the Aeronautical Society's meeting in London last month. It is a cigar-shaped receptacle, holding 160,000 cubic feet of hydrogen gas, superimposed upon aeroplanes driven by 90 h.p. motors; has a lifting capacity of 11,000 lb., and the whole, including car, weighs 9,000 lbs. Dr. Barion claims for his machine that it is steerable with or against the wind.

THE DEFENCES OF AUSTRALIA.—General Hutton, in his report to the Australian Government, recommends increasing the Field Force from 14,101 to 28,748 men. He remarks that it would be impossible for an expedition from the enemy's base to reach its destination till the British Navy was worsted, but it is important to guard against raids with the object of extorting an indemnity, destroying commerce or obtaining coal, and therefore the security of the Naval bases must be ensured.

BY KIND PERMISSION of Lieut.-Col. Baillie and Officer of the Band of the 22nd Bombay Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 to 9.30 p.m.

PROGRAMME.
1. March "Trenholm" Vale.
2. Waltz "The Fortune Teller" Herbert.
3. Selection "Reminiscences of Scotland" Godfrey.
4. Polka "New Ann" Stranks.
5. Serenade "The Darkies" Buchanan.
6. Selection "The Galla" Jones.
God Save the King.

VOLUNTEER FLEET FOR JAPAN.—The Jiji says that there is a plan on foot to create a Japanese volunteer fleet after the style of the Russian Volunteer Fleet. This scheme has connection with that of Lieut. Guaji, which is on a much smaller scale than that now talked of. According to the Jiji, the fleet is to be composed of old-fashioned warships, which the Government will be willing to give up at moderate terms, and which are to be manned by naval officers from the reserves and by time expired marines.

A HINT TO THE P.M.G.—A writer in "St. Martin's" to-day asks why stamps cannot be sold in neat little booklets that will rest comfortably in the waistcoat pocket. "It often happens that when I want to post an important letter on Sunday evening, the stamps in my pocket are an impossible mass of gum and paper. The American Postmaster General has issued the booklet, at a charge slightly in excess of the face value of the stamps, and has issued more than 80 million stamps in that way, with a profit to his department. New Zealand has adopted the idea, issuing booklets of which each leaf contains six stamps, and is separated from the next leaf by a piece of waxed paper. The outside contains information as to postage and an extra half penny for the binding brings a profit to the Government."

CORONATION ILLUMINATIONS.—Many people who are just now selecting designs for the illumination of their private residences and business houses in coronation week will be interested to know, says an exchange, that the centrepiece in the great scheme of decoration which made the War Office—on 4th inst. was the Ordnance Office—a thing of beauty in 1898 was a beautiful illustration of "Forty" altogether upwards of fifty thousand lamps were employed over the central portion, was a huge shell bearing the arms of the department, three pieces of artillery and the same number of balls and above this was a "Purity" represented by the opening of a mill race, the whole being surrounded by an immense number of stars.

COTTAM & CO. FOR SUN HATS.

THE POPULAR

SCOTCH

BUCHANAN'S

"Black and White,"

SOLD AT ALL CLUBS AND HOTELS.

SOLE AGENTS:

LANE, CRAWFORD & CO., HONGKONG.

BANJOS

STEWART AND BAUER'S

"20th Century" and "Thoroughbred" also

"WASHBURNS."

MANDOLINES, GUITARS, STRINGS, FITTINGS, REPAIRS.

THE ROBINSON PIANO CO., LIMITED, Hongkong, Shanghai & Singapore.

Hongkong, 38th January, 1902.

NEWS TRAVELER'S PACE: exceptions prove the rule. A few days after the siege of Manila the U.S.S. *Albatross* was dispatched to Isabela, Basilan, where she found at anchor the Spanish gunboat *Don Juan de Austria*, the captain of which, not knowing his country was at war, went on board to pay his respects to the American Commanding officer, and was informed that Captain Lamberton was at the painful necessity of putting a prize crew on board his ship.

THE MAYBRICK CASE: Another movement is on foot to secure the release of Mrs. Maybrick. According to a New York dispatch, the women of the New York Legislative League, intending to send a memorial to King Edward, praying that on the occasion of his Coronation he will pardon the prisoner. They base their petition not upon the theory of Mrs. Maybrick's innocence, but on the ground that she already has suffered sufficiently for and crime she may have committed.

THE KAISER'S YACHT: Messrs. Motz and Chandon, of Epernay, France, makers of champagne, are suing a rival German firm for 1,000,000 marks (about £50,000) damages for advertising that "Rheingold" was used for the christening of the Kaiser's yacht, Meteor, which was recently launched in America, whereas Motz and Chandon's champagne was used. Miss Roosevelt, who performed the christening ceremony, still retains the shattered bottle which was used on the occasion.

LIBELLING LORD KITCHENER: London, 25th April.—A debate took place in the House of Commons last night on a motion of Mr. Morley's to adjourn the House because Mr. Cartwright, who has been imprisoned for a year in South Africa for libelling Lord Kitchener, was not allowed to come to England on the expiration of his sentence. The government argued that under martial law whatever Lord Kitchener thought necessary for the safety of the country ought to be done. The motion was rejected by 259 against 182. Several Unionists voted with the minority.

A FRENCH TRIBUTE TO ENGLAND: Paris, March 15th.—The *Figaro* publishes an article by M. Georges Duruy in which the writer expresses his unforgotten admiration of the attitude of Great Britain in face of reverses. The article concludes as follows:—"If proud impossibility under reverses, stoical firmness under the most cruel deceptions, and an unshakable determination to conquer at all costs—if all these together do not constitute a fine spectacle of constancy and if when carried to such a point the will and energy of a nation are not worthy of admiration, then, indeed, I ask myself what must a people do to prove that it is great."

JAPAN'S TRIBUTE TO KING EDWARD: Our Eastern Allies will be represented at the Spithead Naval manoeuvres by the 1st class cruiser *Isama*, the 2nd class cruiser *Tokugawa*, and the Nippon Yusen Kaisha's *Kaimakura Maru*. This well-known mail boat of 6,123 tons left Hongkong for England on the 3rd inst., and on arriving at London will be painted entirely white with buff funnel. Her tween deck will be elaborately fitted for the accommodation of Japanese Courtiers. Amongst her passengers in Count Matsukata and several of the nobility of Japan. Other representatives at the coronation will be His Royal Highness Prince Komatsu who travels by the *Konig Albert* and conveys a special message from the Emperor of Japan. He is accompanied by Lieut. General R. Inouye and the Imperial Chamberlain, Baron Y. Saunomiya. Baron Shibusawa has left for London via America by the *Nippon Maru*.

AN AVENUE FIFTY MILES LONG: The beauty of the Cryptomeria as seen in Japan has often been described by travellers both when seen wild, forming large forests on the mountain sides; and also under cultivation. The Japanese having used it to a great extent for avenues along the sides of the public roads. One of the finest of these avenues, says the "Gardener," is recorded as leading from the town of Namada in Nikko, a distance of fifty miles, every tree being a perfect specimen, quite straight, averaging from 130ft. to 150ft. in height and 2ft. to 15ft. in circumference. In this country it has been proved on the whole, a disappointing tree, fine specimens being extremely rare. The specimen one of its numerous varieties, is said to have been first introduced into England by Fortune in 1844, who sent it from Shanghai. Although usually spoken of as a Japanese tree, it is also found widely distributed in many of the mountainous parts of China.

BIG PRICES FOR PICTURES: Some sensational bidding took place at the sale of the Mathieson collection, in New York, of the "Holy Family," which came from the library of Sir Cecil Miles, Bart., and which is said to have cost its late owner the sum of 300,000 dollars, brought the top price, 50,000 dollars, going to Mr. George P. Blow. The rise of the sale, says the *Telegraph*, the expenditure was the payment of 35,000 dollars. The work of a living artist fetches very high prices. A portrait of a young man, a portrait of Antonio Grimani went to Mr. Joseph P. for 3,000 dollars, and the same purchaser was fortunate in securing Sir Thomas Lawrence's portrait of the Rev. Bunsen, which brought the very reasonable price of 1,000 dollars. Among other pictures were the following:—Landscapes, by Troyon, 16,500 dollars; a portrait of an Old Man, by Rembrandt, 16,000 dollars; "The Philosopher," by Melozzo, 16,000 dollars; "Summer," by Daubigny, 6,000 dollars; "Use of Trees," by Gericault, 5,000 dollars; "Mark's," by Gericault, 7,500 dollars.

COFFIN FOR GENTS' BATH: A coffin for gents' bath.

LIGHT IN DEATH:—The *Lancet* gives a prosaic explanation of the well-known "phosphorescence" of our summer seas. This attractive condition of the wave crests is not connected in any way with what we know as phosphorus, and is, in fact, no more than the outward expression of death and decay, and all things dreary. The luminosity of many deep-sea forms is now regarded as due to the invasion of certain light-giving bacteria, and the blue gleams seen in the broken water are merely a process of active oxidation. This, indeed, a beautiful disguise of death, and it is devoutly to be hoped that no modern germ-maniac will ever take out a patent for sterilising the sea, for there would then be no more phosphorescence, and the steamer's bows would call the sign of those cold fires from the deadened ocean.

SANITARY BOARD.

A meeting of the Sanitary Board, was held yesterday afternoon in the Board Room. There were present:—Dr. J. M. Atkinson, Principal Civil Medical Officer (President); Dr. F. W. Clark (Medical Officer of Health), Hon. W. Chatham (Director of Public Works), Lieut. Col. Hughes, R. A. M. C.; Mr. E. Osborne, Mr. Fung Wa Chun, and Mr. G. A. Woodcock (Secretary).

REOPENING OF WELLS.

A minute by the Medical Officer of Health was submitted, strongly recommending, in connection with the question of the reopening of certain wells, that the Board should lay down the rule that no wells within domestic buildings should be reopened as it is impossible for them to be kept unpolluted in Chinese dwellings.

Colonel Hughes minute that he supported the Medical Officer of Health, as did also Mr. E. Osborne, Hon. W. Chatham, and Mr. F. J. Bodeley.

Mr. Lau Chupak minute:—"Any well which is not subject to sewage contamination, though it may happen to be situated inside the house, should be allowed to be reopened."

Hon. A. W. Brewin, minute:—"Petitioners should be directed to apply to D. P. W." The President, regarding this question of reopening wells, I move that the Board recommend that no more wells be reopened in the City of Victoria. There is now every indication of

AN ABUNDANCE OF WATER, and, seeing that this is so, I am of opinion that it would be unwise to reopen wells all over the City. Many of them are shallow surface wells less than twelve feet in depth, and as such are liable to contamination. The matter was carefully considered by the Board in 1894 and 1895, and it was decided to close the wells as a sanitary measure, seeing how polluted the water in many of them was. There is now the further danger of pollution by cholera germs. With regard to the water question generally, although an abundant supply of water to dwelling-houses is one of the first sanitary principles, this, I submit, is not applicable to a town with a Chinese population such as that of Victoria. It is excellent for a town of Europeans, but with the Chinese, who break nearly every principle of sanitation, it is waste to lay on water to every Chinese dwelling-house, and it would go far to prevent the possibility of

ANOTHER WATER Famine if the old system were reverted to of hydrants where the Chinese could obtain their water. Frequently during the recent scarcity of water we have seen taps running on continuously for the short time that water was laid on. The Chinese cannot be taught to be careful in the matter.

The Board divided upon the question, and it was decided that no wells in domestic buildings be reopened and that no more wells in the City of Victoria be reopened. Mr. Fung Wa Chun voted against the proposition, and Mr. E. Osborne did not vote.

CLEANING WORK. The report of the work done by the cleansing gangs in Kowloon during the fortnight ended 10th May showed that 607 houses had been dealt with, the number of floors fumigated being 1,613 and number cleaned 1,664.

CHOLERA IN BORNEO. Correspondence was laid on the table with reference to the importation into Labuan of 12 cases of cholera on board the s.s. *Sandakan*. A telegram of date 7th May stated that Borneo was free from cholera.

NEW LATRINE. A plan was approved of a new latrine to be erected in proximity to No. 3 Police Station.

OUTBREAK OF RINDERPEST. The following letter from Mr. A. Gibson, Colonial Veterinary Surgeon, was read:—"I have the honour to report for the information of the Board that several cases of rinderpest have occurred in a cattle shed containing 19 head of cattle belonging to the Dairy Farm Company at Pokfulam. The shed in which the disease has occurred is about 150 yards distant from any other cattle shed, and in view of the fact that the whole of the herd were inoculated some time ago, and have now been re-inoculated, I do not anticipate that the outbreak will extend beyond this shed. The whole of the animals in the infected area are young, and none of them are giving milk, so that no danger can arise from the milk supply. I would recommend that the Board declare the shed an infected area, and in view of the urgency of the matter, I have engaged two watchmen provisionally at a dollar a day, and beg to request the authority of the Board for their appointment."

The President moved:—"That the Board declare shed No. 2 at the Dairy Farm, Pokfulam, to be an infected area, under the provisions of the law (No. 12 of Schedule A of Ordinance 17 of 1897)."

COTTAM & CO. FOR DRESSING STRAW AND FELT HATS.

COTTAM & CO. FOR SUMMER UNDERWEAR.

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COTTAM & CO. FOR SUMMER UNDERWEAR.

Lieut. Col. Hughes seconded, and the resolution was adopted. The was all the business and the Board then went into Committee.

DEATH OF CAPT. W. J. DAVIES.

We regret to announce the death of Capt. Wm. Jackson Davies, of the *Hatfield*, who passed away yesterday after a lingering illness of hemorrhage of the lungs. He was in his 41st year, and came out to the China Coast as Chief Officer of the Nova Scotian barque *George C. Trufant* in 1883, and joined the *Thales* as 3rd Officer, to enjoy a most successful career in the Douglas Lapraik Company. He obtained his Captaincy in 1890, and was known as a popular and genial commander, so deeply regretted by his many friends. The funeral passed the monument at 5.30 p.m. yesterday. Deceased leaves a sorrowing wife and a family of two.

THE "KAIFONG" STOWAWAY CASE.

FINES REDUCED.

This morning Mr. Hall Brutton appeared in court with Mr. Kaw Hong Take and applied to Mr. Hazeland for a reconsideration of his decision given yesterday with regard to the 134 stowaways who are undergoing sentence in Gaol in consequence of not being able to pay the heavy fine which the magistrate imposed. Mr. Hall Brutton said that the comrades were primary liable or the person responsible for these men on board the *Kaifong*. Had it not been for him the stowaways could not have been there. He cited some cases with regard to stowage in support of his contention and said if Mr. Hazeland could not see his way to discharge the prisoner he could at least reduce the penalty to a nominal sum for each of them. The magistrate asked if Mr. Master had anything to say. He replied that he had no objection but left the case entirely in His Worship's hands to deal with. Mr. Brutton after consulting Mr. Kaw Hong Take said that he was quite willing to pay a fine of \$10 for each prisoner but the money must be raised by subscription among their friends. Mr. Hazeland said that he had no doubt fined them heavily but it was merely to get them to come forward to give evidence against the real culprits in order to bring home a conviction, but under the circumstances he would reduce the fine from \$150 to \$10, or 14 days. The fines (amounting to \$1,340) were paid by Mr. Kaw Hong Take on behalf of the prisoners.

STOWAWAYS ON THE "ROSETTA MARU."

Five stowaways were brought before Mr. Hazeland this morning, charged by Capt. Tate, with being found on board with intent to obtain passage from Hongkong to Manila without the consent of the owner. The Captain stated that when the stowaways were found on board in Manila the authorities fined him \$1500 Gold; in his undertaking to bring them back the fine was reduced to \$100 Gold. The Magistrate asked if there was any chance of prosecuting the ships crew for aiding and abetting to get these men on board as they could not be there without the knowledge of some one. The Captain said he could not possibly implicate any one on board who was directly connected with it. He merely brought these men before the court to serve as a lesson as they had no business on board his ship.

The Magistrate said that under the circumstances he would impose a nominal fine as in the other case \$10 or 14 days.

PLAGUE RETURNS.

A return showing (a) the Number of Cases of Bubonic Fever (Plague) which have been notified as occurring in Hongkong, during the day ended noon of 15th May, 1902, and (b) the localities in which they have occurred.

No.	Health District.	Streets.	House Numbers.	Remarks.
91	8	Derin Foundling House	14	Chinese
92	3	Park Road	14	Chinese
93	3	Circular Pathway	14	Chinese
94	3	Found on Tung-shing, Cliverly Yik Wah	14	Chinese
95	9	Puk Sau Lane	14	Chinese
96	12	Soldier St. Tai	14	Chinese
97	5	Kokui Street	14	Chinese
98	4	Connaught Road	14	Chinese

HUMAN HEADS AS MEDICINE.

AN EXPLORED STORY.

It now appears that the gruesome stories which were circulated recently as to the exhuming of human heads from a cemetery at Osaka and their use as a manure are baseless, says the *Kobe Chronicle*. The preliminary examination of Ando Kosaburo, keeper of the Sental Cemetery, Osaka, and Hanamoto Yoshiye, a woman residing at Nippon-bashi, Osaka, who were accused of the offence, has been concluded, and both the accused have been acquitted. During the proceedings it was found that the accused did take possession of some old skulls found in a graveyard, but on full investigation of the circumstances it was decided their action did not constitute any crime. Evidently the reports published by the *Mainichi* were greatly exaggerated. Many druggists were involved in the trouble in consequence of the reports.

COTTAM & CO. FOR SUMMER UNDERWEAR.

COTTAM & CO. FOR SUMMER UNDERWEAR.

COTTAM & CO. FOR SUMMER UNDERWEAR.

COTTAM & CO. FOR SUMMER UNDERWEAR.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION,

on

WEDNESDAY, the 21st May, 1902,

at 2.30 P.M.,

at Smith Villa, East Magazine Gap, (the residence of F. Hohuke, Esq.)

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE,

Comprising

TAPESTRY and PLYSH COVERED DRAWING ROOM SUITE, BLACKWOOD and MARBLE TOP TABLE, OVERMAN-TELS, CARVED DESK, BOOKCASE, LACE CURTAINS, EXTENSION DINING TABLE, TEAK CHAIRS, DINNER WAGONS, HATSTAND, WRINGING MACHINE (Special), SINGLE BRASS BEDSTADS, SINGLE IRON and BRASS BEDSTEAD, MARBLE TOP, WASH-STANDS, TOILET SETS, WARDROBES with BEVELLED GLASS, CARPETS, RUGS, CARD TABLE, DINNER SERVICES, CHANDELIERS, READING LAMPS, SEWING MACHINE, &c., &c.

One PIANO by F. L. Newmann, Hamburg, in good condition.

Also:

PLANTS, FERNS in POTS.

TERMS:—As usual.

Catalogues may be had any time on Saturday, when the furniture may be viewed: On view on Monday next.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 13th May, 1902.

[546d]

Notice of Firm.

NOTICE.

DURING MY ABSENCE from Hongkong, MRS. OSBORN will sign as MANAGERESS for the Firm of WILLIAM POWELL, LIMITED.

By Order of the Board of Directors, R. G. HECKFORD, Manager.

Hongkong, 14th May, 1902.

[548d]

Masonic.

VICTORIA CHAPTER,

No. 525, E.C.

AN EMERGENCY CONVOGATION of the above CHAPTER will be held at the FREEMASONS' HALL, Zealand Street, on WEDNESDAY, the 21st instant, at 8.30 p.m. precisely. Visiting Companions are cordially invited to attend.

Hongkong, 14th May, 1902.

[550d]

Intimations.

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FOURTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 4, Connaught Road, at NOON, on WEDNESDAY, the 21st May, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to 30th April, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 21st instant, both Days inclusive.

EDWARD OSBORNE, Secretary.

Hongkong, 12th May, 1902.

[540d]

CHINA LIGHT AND POWER CO., LIMITED.

THE FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 14, Des Voeux Road, on SATURDAY, the 24th instant, at 11 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 28th February, 1902, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 24th instant, both Days inclusive.

SHIEWAN, TOMES & Co., General Managers.

Hongkong, 10th May, 1902.

[537d]

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1895, the Undersigned BANKS will be CLOSED for the Transaction of Public Business, on WHITE MONDAY, the 19th instant.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,

T. H. WHITEHEAD, Manager, Hongkong.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH, Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED,

GEO. W. F. PLAYFAIR, Chief Manager.

For the MERCANTILE BANK OF INDIA, LIMITED,

E. W. ORMISTON, Acting Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, Hongkong Agency,

GASTON MAYER, Acting Manager.

For the YOKOHAMA SPECIE BANK, LIMITED, TARO HODSUMI, Manager.

For the IMPERIAL BANK OF CHINA, E. W. RUTTER, Manager.

For the DEUTSCH-ASIATISCHE BANK, H. SCHOTTLANDER, Manager.

For the RUSSO-CHINESE BANK, J. W. R. TAYLOR, Manager.

For the GUARANTY TRUST CO. OF NEW YORK, N. G. EVANS, Acting Manager.

Hongkong, 13th May, 1902.

[544d]

ZETLAND HOUSE,

10, QUEEN'S ROAD CENTRAL.

SUPERIOR Accommodation, Meals at all hours, Breakfasts, Tea, Dinners and Suppers. Moderate Charges.

MRS. WATLING, Proprietress.

Hongkong, 1st May, 1902.

[546d]

Intimations.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH CO., VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co., CONNAUGHT HOUSE.

W. BREWER & Co.

NEW NOVELS at \$1.75 each.

The Dark o' the Moon, by S. R. Crockett. Drift, by L. T. Meade. Stolen Souls, by William Le Queux. Audrey, by May Johnstone. The Labyrinth, by Gilchrist. The Story of Teresa, by Macdonald. The Shoes of Fortune, by Neil Munro. Deacon and Actress, by Gunter. Mistress Barbara Cunliffe, by Sutcliffe. The Mystery of a Ship-yard, by Savage. Chains of Circumstance, by Speight. A Dream of Freedom, by Hume Nisbet. My Strangest Case, by Guy Boothby.

Hongkong, 14th May, 1902.

[34d]

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & Co.

Hongkong, 20th May, 1902.

[733c]

NEW YORK LIFE INSURANCE CO.

The Oldest and Largest International Life Insurance Company in the World.

SUPERVISED BY 82 GOVERNMENTS.

Written Business 1901 exceeds \$380,000,000 Gold. Actual Paid for Business 1901 exceeds \$260,000,000 Gold. A note or a Telephone Message from those wishing an "up-to-date" policy will receive immediate attention.

HECTOR W. SAMPSON, Special Representative, Hongkong Hotel.

Hongkong, 11th February, 1902.

[574c]

HIRANO WATER.

A natural clear, sparkling and effervescent Mineral Water, bottled in its NATURAL CARBONIC ACID GAS of the Hirano Spring of Hiogo Ken, Japan. It mixes excellently with WINE or SPIRITS, and is PERMANENT IN QUALITY.

ANALYSIS PROVES ITS PURITY. PATENT CORKING.

SIEMSEN & Co., Sole Agents, Hongkong and South China.

Code Used: A and A B C, 4th Edition.

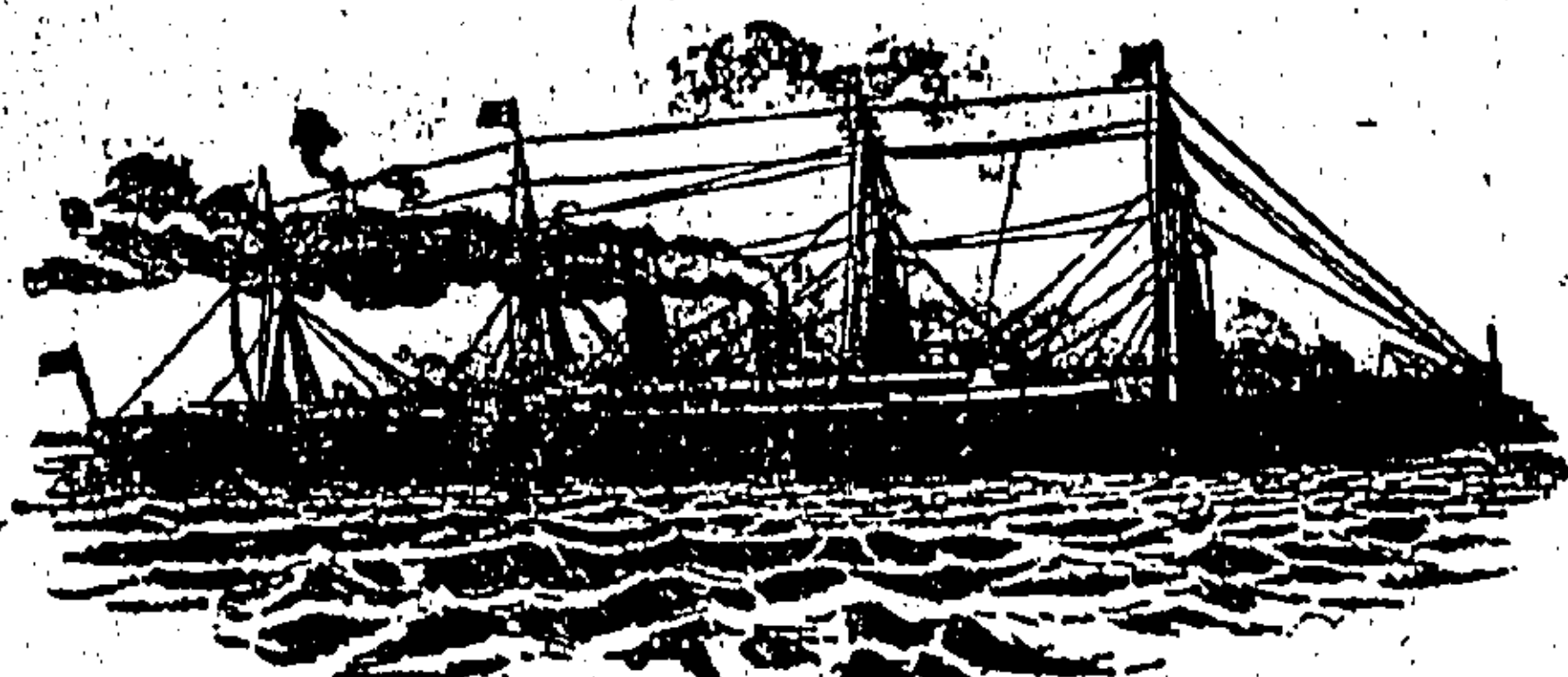
E. C. WILKS & Co., MARINE ENGINEERS, SHIP CONTRACTORS AND SURVEYORS.

Collisions and Damages Surveyed for Insurance Companies, Ships' Claims and Specifications Prepared.

Office: 9, Queen's Road Central.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"HONGKONG MARU"	FRIDAY, 23rd May, at Noon.
"OHINA"	SATURDAY, 31st May, at Noon.
"DORIC"	SATURDAY, 7th June, at Noon.
"NIPPON MARU"	TUESDAY, 17th June, at Noon.
"PERU"	TUESDAY, 24th June, at Noon.
"COPTIO"	THURSDAY, 3rd July, at Noon.

THE T. K. K. Company's Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on FRIDAY, the 23rd instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point in route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

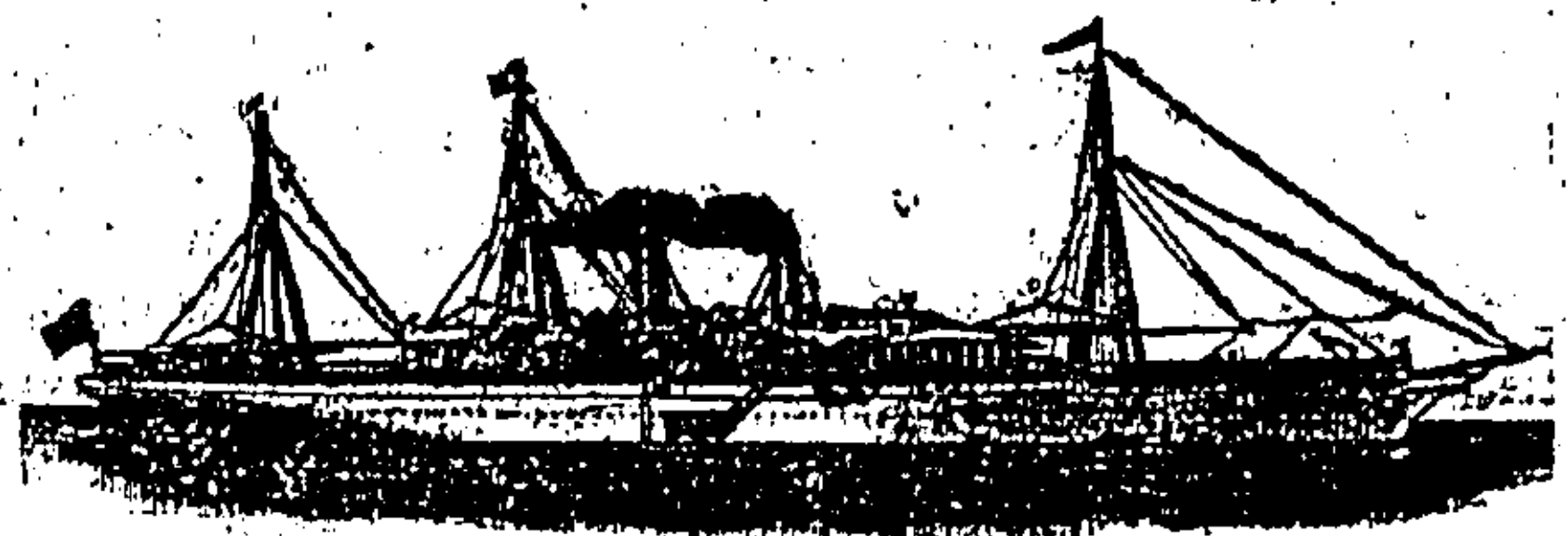
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 16th May, 1902.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. ATHENIAN	Comdr. H. Mowatt	WEDNESDAY, 21st May.
"EMPRESS OF CHINA"	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 4th June.
"TARTAR"	Comdr. E. Beetham, R.N.R.	WEDNESDAY, 21st June.
"EMPRESS OF INDIA"	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 25th June.
"EMPRESS OF JAPAN"	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 16th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Hongkong, 14th May, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRECHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
SAXONIA	HAVRE and HAMBURG.	21st May.	Freight.
SERBIA	(Calling at SINGAPORE and PENANG.)		
SUEVIA	HAVRE and HAMBURG.	4th June.	Freight.
SUEVIA	(Calling at SINGAPORE and COLOMBO.)		
STRASSBURG	HAVRE and HAMBURG.	18th June.	Freight.
STRASSBURG	(Calling at SINGAPORE and PENANG.)		
SAMBA	HAVRE and HAMBURG.	1st July.	Freight.
SAMBA	(Calling at SINGAPORE and COLOMBO.)		
SCHMIDT	HAVRE and HAMBURG.	15th July.	Freight.
SCHMIDT	(Calling at SINGAPORE and PENANG.)		
SILESIA	HAVRE and HAMBURG.	30th July.	Freight.
SILESIA	(Calling at SINGAPORE and COLOMBO.)		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 14th May 1902.

Intimations.

NOTICE.

THE OFFICES OF THE HONGKONG
TELEGRAPH CO. LIMITED, have
now been REMOVED to No. 35 QUEEN'S
ROAD CENTRAL.
Hongkong, 28th April, 1902.

THE CHINA & JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of
more than average length.

ELECTRIC SUPPLIES OF EVERY DES-
SCRIPTION IN STOCK.

INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,

Erected and kept in order.

Estimates given for all kinds of Electrical

work.

Trained Mechanics sent to Out-Ports to fit
up Installations if required.

NOTE ADDRESS—1, ICE HOUSE ROAD.

For full Particulars, &c., &c.,

Apply to

S. J. GODWIN,

Acting Manager.

Hongkong, 29th January, 1902.

DROZ & Co.,
WATCH MANUFACTURERS,
STEAM FACTORY ESTABLISHED 1864.
ST. IMIER, SWITZERLAND.

SPECIALITIES:
LEVER WATCH & CHRONOMETERS.
TRADE MARKS:
MAXIM, BERNA, &c.

REPAIRS OF WATCHES and CLOCKS
by competent European experts at
Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL.

Hongkong, 15th May, 1902.

CHEONG SHING,
No. 39, Queen's Road Central,
(Opposite to Messrs. GAULP & Co.)

DEALERS IN:
Jewellery and Silks; Pearls and Jade-stone
Ware, Ivory Ware and Carved Chinese
Goods of all kinds.
And also General Exporters.

An inspection is respectfully solicited.
Good quality and good workmanship
guaranteed.

Prices lower than other shops in the same
line of business.

TAI LOONG,
1 and 3, Lyndhurst Terrace,
FOR Fancy Muslins and Piques, Flowered
Delaine, Ladies' and Children's Shoes,
New Chiffon Hats.

Hongkong, 1st May, 1902.

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE HOUSE ROAD.

IS now in a position, in his New and Com-
modious Premises, to cater for all orders.
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.

GROUPE AND VIEWS
a specialty.
Hongkong, 22nd September, 1902.

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. L. SAKATA),
DENTIST.

No. 4, Queen's Road Central.
Hongkong, 24th January, 1902.

HONG SING,
6, Beaumont Arcade.

ENTIRELY NEW STOCK of the Newest
Patterns in Cloths, Canvas, and
Ducks. Complete Gentlemen's Outfitting.
Hongkong, 10th August, 1902.

SANG MOW,
DEALER IN:
Bamboo Furniture, Bamboo Blinds and
Matting of All Colours,
No. 45, Queen's Road Central,
Price Lists On Application.
Orders Executed Promptly.
Hongkong, 12th May, 1902.

GIRARDY'S TABLE DELICACIES
by every Mail.

GIRARDY'S FRENCH BREAD,
by every Mail.

GIRARDY'S WINES & LIQUEURS,
by every Mail.

GIRARDY'S COGNAC,
by every Mail.

THE NORDDEUTSCHER LLOYD.

The following is taken from the report of
this Company.—

The steamers sent out for the purpose of
further development of the lines run in con-
nection with the East Asiatic mail steamers
have safely reached their ports of destination,
and will serve to facilitate materially the regu-
larity of working these subsidiary lines.

We were in a position to hand over the
steamer *Tangier* to the Imperial Government
for purposes in connection with the German
Antarctic Expedition, and after having dis-
embarked two members of this expedition and
the Esquimaux dogs, coal, and other cargo
intended for the expedition, on Kerguelen's
Islands, she returned safely to Singapore. The
freight results realised on the lines newly
established last year may be described as good
throughout; in the traffic between Singapore
and Bangkok our agents were even temporarily
compelled to charter steamers in order to
COPE WITH THE PRESSURE.

In order to develop our trade at Manila and
to be able to warehouse safely the cargoes
brought in by our steamers as well as the out-
going cargoes intended for them, we have pur-
chased, in Manila, a site in a most favourable
situation, on which we propose to erect several
ware-houses, as well as a residence for the
managing official. The construction of these
buildings has already been put in hand.

We propose to build a suitable new
steamer for the voyage from Hongkong to
Sandakan (Borneo) and to open a new line
from Singapore to Macassar, Menado-Goro-
talo, and we expect good results from these
measures. Our tender *Undine*, hitherto sta-
tioned in Gibraltar, has been sent to Bangkok
to be used there as a tug, as well as for the con-
veyance of the passengers travelling by our
steamer between Bangkok and Kohsicheng.
The services hitherto performed in Gibraltar
by the *Undine* have been taken over by the
new tender *Grill*. We were under the
necessity of purchasing lighters and having
some built, both for Manila and for Singapore,
in order to facilitate prompt despatch of our
steamers.

THE CRICKET SEASON IN
ENGLAND.

THE AUSTRALIANS' VISIT.

A London paper, describing the prospects
for the cricket season in England which opens
about now, says:—

This year the visit of the Australian crick-
eters will, as these periodical tours always do,
provide a great attraction for the general
public. Whether the too frequent recurrence
of these visits and counter visits does real
good to the game is beside the point. The
Australian cricketers, particularly the earlier
teams, gave a great and much needed stimulus
to our cricket, at all events. The public, too
dearly loves anything of the nature of an inter-
national struggle, and the pluck the Australia-
nians have always shown in playing an uphill
game, even under the most unfavourable
conditions, has deservedly made them great
favourites over here. How they will fare
against the best eleven we can put into the
field remains to be seen.

Too much stress must not, of course, be
placed on the fact that they won four of the
five test matches. Without the smallest desire
to minimise the value of the Australians' quad-
rangle success, the loss of Barnes's bowling as
the team was constituted cannot, of course, be
overestimated.

But beyond that in the test matches over
here the Australians will have to meet a very
different English side, with

K. S. RANJITSINHJI,
C. B. Fry, First, Rhodes, J. R. Mason among
others available for the English selection com-
mittee. "Whether the coming team will be
quite as strong in bowling as the majority of
their predecessors time alone can show. That
they will take a lot of getting out is only to say
that they possess one of the best characteristics
of Australian cricketers.

The chief interest to many will be in the
possibilities of the new men. Of these R. A.
Duff and W. W. Armstrong have shown them-
selves not only to be good, reliable batsmen, but
who do not know funk batsman. A. J. Hopkins
has been in the front of Australian cricket for
some years now, and is on his recent form, a
most useful all-round player. J. V. Saunders,
of Victoria, the left-handed bowler of the side did
an exceptionally fine performance against Mr.
MacLaren's team in the fourth test match, and
on an English wicket if he only got a little
luck might be very successful. Certainly he
presents the variety wanted in the attack, and
his cricket contains undoubted possibilities.

The selection of W. Carter, of New South
Wales, as second wicket-keeper seems to have
created

A GOOD DEAL OF STIR
in some of the Australian papers. His op-
portunities in first-class cricket have naturally
been limited with J. J. Kelly the regular stump-
per for New South Wales. Still in the opinion
of the best judges in Australia he is undoubtedly
first-class, and in the case, one may fairly
hope he will have something like a chance of
proving his capacity.

The paramount importance of the County
Championship Competition precludes the possi-
bility of any great novelty in our own English
programme, even if the tendency of cricket
generally was not, to a conservative policy
which depreciates anything original.

This year outside the Australian tour there
does not appear to be much in the way of new
features. The visit of an eleven representing
all Ireland to the south is, of course, an incident
of some importance and a pleasant one. Some-
times ago Irish cricketers were sent on English
ground party with very small success. They played
good cricket, too, and in the proper spirit, so
that one may fairly hope, to see them, regular
visitors to Lord's and other southern grounds,
as they are to this summer.

AN OCEAN PERIL.

AN ATTEMPT TO RID THE SEA OF DERELICTS.
It is pleasant news to those whom pleasure,
business, or occupation forces from time to
time to trust themselves to the uncertain hospi-
tality of the vast deep that the United States
Government are about to make yet another
attempt to rid the sea of derelicts. These
dangerous craft have always been a terror to
skippers, and in these record-breaking days
the danger arising from drifting ships is, of
course, much accentuated. The U.S. Govern-
ment, as well as our own, have for years exer-
cised a praiseworthy vigilance over derelicts,
but that their efforts are only partially suc-
cessful is shown by the fact that on every day of
the year forty derelict ships are estimated to be
shifting aimlessly across the track of ocean-
going vessels, every one of them, too, carrying
with it the possibilities of a terrible disaster.
When derelicts are seen or struck they are
reported to the Hydrographical Department of
the U. S. Government or to our own Admiralty
or Board of Trade, and information regarding
their whereabouts is distributed to captains, but
that is hardly reassuring enough. Derelicts
have the most erratic habits. Some of them
drift but a mile a day, while others have been
known to do no less than 120 miles in the same
time. If they happen to be in the neighbourhood
of the Gulf Stream their movements can be
calculated with tolerable accuracy, but if not,
cross currents will sweep them far out of all
human reckoning. In any case, it is little
satisfaction to know on embarking at a port that
a derelict was seen in a certain latitude a month
before!

CAUSE OF DERELICTS.

It is one of the weirdest of human experiences
to run across a fully-equipped ship in mid-
ocean with no sign of life but a squadron
of sharks following it in the hope of food,
or an albatross perched on its loftiest point.
One would think that it would
require some very potent reason to force
a crew to leave what seemed a comfort-
able ship to brave the perils of the open
sea in a small boat. But it is not always so.
The *Fanny E. Weston*, a three-masted
schooner, was abandoned in October, 1891, by
her master and crew, and was seen in the fol-
lowing February gaily careering before the
wind, after having safely covered over 7,000
miles, the longest voyage on record for a ship
"all on her own." At that time she showed no
signs of distress, and was, to all appearance,
good enough to last a voyage round the world
if the wind and currents should so direct her.
The *Wyer G. Sargent*, and a number of other
ships, accomplished almost equal distances
after being abandoned by their crews. But it
is not always undue timorousness that leads a
crew to forsake their ship and all their belong-
ings. It is a well-known fact that most der-
elicts fly the Norwegian flag, although to be
accurate, it has to be confessed that many of
them are British ships, merely flying that flag
in order to avoid expense. These ships are
invariably engaged in the Canadian timber
trade.

A DERELICT BARQUE.

A Norwegian barque, the *Thelia*, was left
derelict in the North Atlantic in Dec., 1892.
The captain and eight of the crew left in an open
boat and perished. Those who were left behind,
three in number, took shelter in the rigging,
and had to subsist for a time without either
water or food. One of them, a Dutchman, of-
fered to kill himself in order to preserve the
lives of his comrades, but they were not yet re-
duced to such a dreadful pass as to conceive the
idea of such a horrible feat. Yet as the days
passed, hunger robbed them of their scruples.
Lots were cast, and, strange to say, the lot fell
upon the self-sacrificing Dutchman. The two
Scandinavians lived upon the body of their
shipmate until they were rescued in a complete
state of dementia. On arriving at Cuxhaven
they were arrested and charged with cannibal-
ism, but when their story became known they
were released and shown much sympathy. A
Danish barque, the *Johann Wilhelm* went on her
beam ends during a strong gale and heavy sea.
Her main-mast and foretopmast were carried
overboard, taking with them two sailors who
happened to be aloft at the time. The captain
and all hands had gathered on deck to
repair the damage, when suddenly a tremen-
dous sea swept her from stem to stern, leaving
but one survivor, who took refuge on the small
part of the deck that remained above water,
and lived there for a week, drifting at the wind
and tide list, until he was rescued, more dead
than alive, by a passing ship. Later still, the
American schooner *Drifts* became dismasted
and waterlogged, and the captain, his wife, and
the crew remained huddled together for over
five days on the roof of a deckhouse, as the hull
was entirely submerged. Food was obtained
by one of the men diving into the cabin for
stowed goods. It would be easy to multiply
a number of similar examples which have
occurred more or less regularly every year for
the past twenty years.

HOW TO REMOVE THEM.

Many attempts have been made to clear the
sea of derelicts, but to far without much suc-
cess. It is estimated that at least eight vessels are
wrecked annually through collisions with der-
elicts, and the danger is one that no amount of
seamanship can avoid. The average derelict
remains afloat for about thirty days, but
instances have been known where they have
remained afloat for years. The British ship
Resolute, for example, sailed the wintry
Arctic seas for four long years. The United
States have been particularly active in the
warfare against derelicts, and warships have
been engaged from time to time in their de-
struction. The only really safe mode of destruc-
tion has been found to be by towing the water-
logged vessel or wreckage to the nearest coast
and there stranding it. In many cases, however,

this is practically impossible on account of dis-
tance and waste of time. Explosives have been
found to be successful only in calm weather.
Ramming has been tried, but one of the U. S.
ships recently employed in this process herself
speedily became a wreck. The *Atlanta* man-of-
war cut clean through a derelict, the *Golden
Rule*, but failed to sink her, while herself suffer-
ing many injuries. British warships have often
rammed and destroyed any derelict, unless the cargo
is of such a character as to constitute a danger
if released. Firing is of little benefit, as it burns
the hull only to the water's edge, leaving it
more dangerous than ever, because unseen.

Morning Leader.

NEW SEARCH LIGHT.

A LONDON LIEUTENANT'S INGENUOUS
SIGNALLING APPARATUS.

In the early days of the war our night sign-
alling was found to be very defective, and among
others who were entrusted the task of improv-
ment was Lieut. John Reid, of the London
Engineer Volunteers. He has produced a car-
bine of calcium light which is both a key sign-
aller and a projector, useful for searching a
battlefield for wounded, while it is also adapted
to enabling firemen to see where and how per-
sons endeavouring to escape from a burning
house can best be helped, as its luminosity
conquers that of any flames.

In signalling a louver shutter is rapidly moved
by a key, which opens it to the extent of a beam
of six inches in diameter, and this produces
shades of light in long and short on the Morse
principle. The light is a South African atmos-
phere, when there is no mist or rain, would be
visible from kope to kope, 100 miles; even
near London it has been seen 20 miles and
actual experiment in winter weather at Alder-
shot has given excellent results at over 12
miles.

In form the apparatus resembles a small
naval search light, suspended from a firm
camera tripod, between the legs of which is
suspended the water and the calcium prepara-
tion which produce the illuminant. A flat an-
gular lens is used, and the strength and length
of the beam must be seen to be appreciated.
The whole, with two gallons of water, weighs
less than 40 lbs, and it has been most favour-
ably regarded by the military authorities, although
they have been engaged in attempts to improve
on their own account.

The L. C. C. Fire Brigade has also made a
successful trial, and there can be no doubt of
the vast use of the apparatus for sea signalling,
especially in the case of vessels that do not
carry dynamo and naval search-lights. In
comparison with these the outlay on apparatus
is infinitesimal, and in any case it will be found
by far the most economical and effective inven-
tion of the kind on the market. Indeed, in
every respect it is as unique as it is clever.

EVADING THE CUSTOMS.

SOME WAYS OF THE MODERN SMUGGLER.

Those days are past when smuggling had in
it more than a dash of adventure and romance.
When the smuggler smuggled with a keg on
his shoulder and a pistol in his belt, and the
preventive men, crouched in teeth, crouched
in their rocky ambush, those were the halcyon
days—or nights. Just now his Majesty's
Custom-house is being defrauded by less
picturesque yet by no means ineffective
methods. Saccharin is the commodity con-
cerned. What is saccharin? It is a kind of
concentrated sugar, used extensively in the
manufacture of aerated waters and sweet
biscuits. Diabetic patients, too, according to
medical advice, use it in place of lump sugar.
There is a very large demand for saccharin in
England. It is chiefly made on the Continent,
Lyons being a centre. One ounce is liable to
an import duty of 1s. 3d., or one pound sterling
on one pound avoirdupois, a rate of duty which
renders the successful smuggling of saccharin
a very profitable business.

Quite recently the Customs officials have
made considerable seizures of contraband
saccharin, the penalty being forfeiture of the
goods and a fine of £50. But they have not
yet succeeded in damping all the channels
through which it comes into this country. It
is only permitted to enter by twelve ports—of
which London is one—and then only in
packages of not less than 11 lb. weight. The
substance is singularly difficult to detect, and
correspondingly easy to smuggle. It has as
many aliases as a French adventurer. One day
it will laugh up its sleeve behind the label
"lycose" or "permandine." Again it will lurk
anonymously in an innocent-looking wine case, with
the legend of "farrin" or "saltylic acid" inscribed
upon it. Yet a third consignment will slip
terror into the official heart by the inscrip-
tion "ortho-sulpho-benzoic acid." All these names
and many others have actually been used.
Customs officials have been instructed
on the alert, so that it will be clever, each
that contrives in future to break through a
barbed wire fence of the Customs.

The appearance of saccharin is in-
variable. In the

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
MANILA	"SUNGKIANG"	20th May.
AMVOY, SAMARANG and SOURABAYA	"SHANTUNG"	20th May.
SHANGHAI	"TAOTING"	21st May.
PORT DARWIN, THURSDAY ISLAND, CROWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & M'BOURNE.	"TSINAN"	20th May.

(Taking Cargo and Passengers at through Rates for New Zealand Ports).

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.	1902.
GLASGOW and LIVERPOOL	"POLYHEMUS"	16th	May.
"	"TELEUS"	21st	"
"	"ALCINOUS"	29th	"
"	"ALCINOUS"	4th	June.

HOMEWARDS.

FOR LONDON.

"GLAUCUS"	26th May, 1902.
"AGAMEMNON"	10th June, "
"STENTOR"	24th June, "
"ALCINOUS"	8th July, "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

"ACHILLES"	20th May, 1902.
"DEUCALION"	10th June, "

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"
and
"INDRASHAMMA,"
between
HONGKONG AND PORTLAND (OR.)
Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

THE Steamship "INDRAPURA," will be despatched for PORTLAND (OR.) on or about the 22nd instant.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.
ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

—PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. Kitano	SUNDAY, 18th May.
FOR FOCHOW	"ANPING MARU"	K. Sudzuki	WEDNESDAY, 21st May.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 25th May.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 28th May.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers and a duly qualified doctor is carried.
All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further Information, apply to
THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th May, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"MOGUL"	About 20th May.
"MACDUFF"	31st May.
"SATSUMA"	14th June.
"SHIMOSA"	21st June.
"HEATHBURN"	"
"RICHMOND CASTLE"	"

For Freight and further Information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 15th May, 1902.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"QUEENSLAND,"
Captain Gray, will be despatched for the above Port, on TUESDAY, the 20th instant, at 5 P.M.

For Freight, apply to

SHEWAN TOMES & Co., Agents.

Hongkong, 13th May, 1902.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"AUSTRIA,"
Captain Fellner, will be despatched as above on SATURDAY, the 24th instant, P.M.

The steamer has capital accommodation for passengers. Electric light and carriages doctor.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 16th May, 1902.

Shipping.

STEAMERS.



TOYO KISEN KAISHA, (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU,"
3,876 Tons,
Captain Tate, will be despatched hence for MANILA, on MONDAY, the 19th instant, at Noon.

Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light. A Doctor and Stewardess.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Prince's Buildings,
Ice House Street,
Hongkong, 8th May, 1902.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE,"
Captain Dabell, will be despatched as above on THURSDAY, the 29th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 10th May, 1902.

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENLOMOND,"
Captain Hutton, will be despatched as above on or about THURSDAY, the 5th June.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 12th May, 1902.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Agents.

Hongkong, 29th May, 1902.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"TIENTSIN,"
FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 19th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 13th May, 1902.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "GAELIC."

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai, and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 20th instant, will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN, Agent.

Hongkong, 13th May, 1902.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAWERS" FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 21st instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 15th May, 1902.

Consignees.

IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.

THE Steamship

S.S. "PREUSSEN" of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 9 A.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 21st instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 20th instant, at 9.30 A.M. and THURSDAY, the 22nd instant, at 9.30 A.M.

All Claims must reach us before the 27th instant, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 15th May, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"FORMOSA,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Peninsular*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 21st instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 15th May, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"GISELA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 21st instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co., Agents.

Princess's Buildings,
Hongkong, 15th May, 1902.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA,"
FROM TACOMA, VICTORIA, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LIMITED, Agents.

Hongkong, 15th May, 1902.

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"HONGKONG MARU,"
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 15th May, 1902.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.
50 Cents per Box.

Prepared only by the Proprietor—
THOMAS BEECHAM, St. Helena, England.

SOLE AGENTS FOR HONGKONG AND THE EMPIRE OF CHINA—
WATKINS, LIMITED, APOTHECARIES' HALL, 66, Queen's Road, Central, Hongkong.

Hongkong, 15th May, 1902.

Intimations.

WANTED
AN ASSISTANT for "KOWLOON HOTEL."

Apply BY LETTER
Hongkong, 14th May, 1902.

WILLIAM MACLEOD, D.D.S., DENTIST.

Beaconsfield Arcade, Nos. 11 and 12, 2nd Floor.

1771

SAVARESSE'S SANDAL CAPSULES

Not made of Guttapercha, most efficacious, because absolutely pure English Oil.

Full Directions. All Chemists.

Insist on Savarasse's.

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April 30th.

R. G. HECKFORD
MANAGER